

# GRUMMAN S2F TRACKER

## TRACKER SERVICE

**Manufacturer:** The Grumman Aircraft Engr. Corp., Bethpage, Long Is.,  
New York, USA

**Models:** G-89, G-95, G-96, G-101, G-103, G-104, G-112, G-115, G-117,  
G-120, G-121, G-125, G-126, G-137, G-142, G-154, G-165,  
G-215, G-325

**Designations:** S2F; C-1, E-1, S-2, TF, WF, CS2F & CP-121 (Canada)

**Names:** Tracker; Trader (TF), Tracer (WF)

**First official flight:**

XS2F-1	04/12/1952
TF-1	19/01/1955
WF-2	01/03/1958

**Factory production period:** 1952 – 1967

**Primary service period:** 1954 – 1976

**Last official flight:**

ES-2D	03/1986
C-1A	30/09/1988
E-1B	19/11/1977

## TRACKER VARIANTS

1952	<b>Model G-89</b>	<b>XS2F-1</b>	2	
1953	<b>Model G-89</b>	<b>YS2F-1</b>	15	<b>Total: 0017</b>
1953	<b>Model G-89</b>	<b>S2F-1</b>	742	
1954	<b>Model G-89</b>	<b>S2F-2</b>	60	
1959	<b>Model G-121</b>	<b>S2F-3</b>	100	
1962	<b>Model G-121</b>	<b>S2F-3S</b>	252	<b>Total: 1154</b>
1955	<b>Model G-96</b>	<b>TF-1</b>	87	
1958	<b>Model G-117</b>	<b>WF-2</b>	88	<b>Total: 0175</b>
				<b><u>Total: 1346</u></b>
	<i>Foreign built – Canada:</i>			
1956	<b>Model G-103</b>	<b>CS2F-1</b>	42	
-	<b>Model G-103</b>	<b>CS2F-2</b>	57	<b><u>Total: 0099</u></b>

## TRACKER PRODUCTION

### **XS2F-1**

*Prototype, twin-engined ASW aircraft.  
produced 1952*

Grumman Bethpage, New York (F)  
BuNo. 129137, 129138 -

**2 Total: 0002**

**YS2F-1**

*As XS2F-1, service-test aircraft, engine upgrade, later to S2F-1 standard.  
produced 1953*

Grumman Bethpage, New York (F)

BuNo. 129139 / 129153 -

15 **Total: 0015**

**S2F-1**

*As XS2F-1, minor changes.  
produced*

Grumman Bethpage, New York (F)

BuNo. 133043 / 133328 14 / 299

BuNo. 136393 / 136747 302 / 656

- 12 to Italy, mixed MM136556 to MM136742.

- 47 to Japan as 4101 / 4147.

BuNo. 144696 / 144731 657 / 692

- 8 to Italy, mixed MM144696 to MM144717.

- 13 to Japan as 4148 / 4160.

BuNo. 147549 / 147561 693 / 705

BuNo. 147577 706

BuNo. 147636 / 147645 707 / 716

- 10 to The Netherlands as 146 / 155.

BuNo. 148278 / 148303 717 / 742

- 10 to Italy as MM148294 / MM148303.

- 16 to The Netherlands as 156 / 171.

BuNo. 149037 / 149049 743 / 755

- 13 to Brazil as P-16A, 7014 / 7026.

BuNo. 149843, 149844 -

742 **Total: 0742**

- 2 to The Netherlands as 172, 173.

2 additional airframes cancelled.

**S2F-2**

*As S2F1, larger bomb-bay,  
horizontal tail surfaces.*

*produced 1954 – 1955*

Grumman Bethpage, New York (F)

BuNo. 133329 / 133388 N01 / N60

60 **Total: 0060**

18 (140103 / 140120) additional airframe cancelled.

**S2F-3**

*As S2F-1, enlarged forward fuselage,  
wing span, engine / armament upgrade.*

*produced*

Grumman Bethpage, New York (F)

BuNo. 147531 / 147537 1C / 7C

BuNo. 147868 / 147895 8C / 35C

BuNo. 148717 / 148752 36C / 71C

BuNo. 149228 / 149256 72C / 100C

100 **Total: 0100**

1 additional airframe cancelled.

*Model G-112 – Proposed improved S2F version, cancelled.*

*Model G-165 – 1958, proposed turbo-prop Tracker, cancelled.*

*(Model G-215) S2F-4 – 1959, proposed turbo-prop Tracker, cancelled.*

## S2F-3S

*As S2F-3, upgraded detection equipment.*

*produced 1962 – 1967*

Grumman Bethpage, New York (F)

BuNo. 149257 / 149275 101C / 119C

BuNo. 149845 / 149892 120C / 167C

BuNo. 150601 / 150603 168C / 170C

BuNo. 151638 / 151685 171C / 218C

BuNo. 152332 / 152379 219C / 266C

BuNo. 152798 / 152845 267C / 314C

BuNo. 153559 / 153582 315C / 338C

BuNo. 153595 / 153608 339C / 352C

252 **Total: 0252**

*- 14 to Australia as N12-153595 / N12-153608.*

*12 additional airframes cancelled.*

## TF-1 Trader

*As S2F-1, crew trainer / transport version.*

*produced 1954 – 1958*

Grumman Bethpage, New York (F)

BuNo. 136748 / 136792 1 / 45

BuNo. 146016 / 146057 46 / 87

87 **Total: 0087**

*Model G-101, G-104, G-115, G-120, G-126,*

*G-137, G-142, G-154 – Proposed TF-1 upgrades, all cancelled.*

## WF-2 Tracer

*As TF-1, AEW version, large dorsal radome,*

*modified tail section. Original designation was*

*TF-1W. Originally proposed in 1951 as the XWF-1*

*(Model G-95), based on the S2F-1 airframe.*

*produced 1958 – 1961*

Grumman Bethpage, New York (F)

BuNo. 145957 / 145961 1 / 5

BuNo. 146303 6

BuNo. 147208 / 147241 7 / 40

BuNo. 148123 / 148146 41 / 64

BuNo. 148900 / 148923 65 / 88

88 **Total: 0088**

*21 additional airframes cancelled.*

**Total: 1346**

*Foreign built – Canada:*

## CS2F-1

*As S2F-1, version for Royal Canadian Navy.*

*S2F-1 (136519) served as prototype with*

*possible s/n's: X-500, 1500, 1501.*

*produced*

DeHavilland Canada, Downsview,

Toronto, Ontario (DH)

(RCN) 1502 / 1543 DHC-1 / -42

42 **Total: 0042**

## CS2F-2

*As CS2F-1, equipment upgrades.*

*produced*

DeHavilland Canada, Downsview,

Toronto, Ontario (DH)

(RCN) 1544 / 1600

DHC-43 / -99

57 **Total: 0057**

**Total: 0099**

## **TRACKER CONVERSIONS**

### **US Navy**

S2F-1S	138	S2F-1, fitted with Julie/Jezebel detection gear.
S2F-1S1	244	106 S2F-1 / 138 S2F-1S, updated detection equipment fitted.
S2F-1T	228	S2F-1, crew trainer conversions.
S2F-1U	64	S2F-1, utility / target towing conversions.
S2F-2P	1	S2F-2, photo reconnaissance conversion.
S2F-2U	50	S2F-2, utility / target towing conversions.
<b>XTF-1W</b>	<b>1</b>	TF-1(136792), 1956, prototype AEW conversion for WF-2.
<b>(Model G-125) TF-1Q</b>	<b>4</b>	TF-1, 1956, factory conversions with ECM equipment.

### **US Navy (1962 redesignations)**

<b>C-1A</b>	<b>1+</b>	1962, redesignation of the TF-1.
<b>EC-1A</b>	<b>4</b>	1962, redesignation of the TF-1Q.
<b>E-1B</b>	<b>1+</b>	1962, redesignation of the WF-2.
<b>YS-2A</b>	<b>1+</b>	1962, redesignation of the YS2F-1.
<b>S-2A</b>	<b>1+</b>	1962, redesignation of the S2F-1.
<b>TS-2A</b>	<b>228</b>	1962, redesignation of the S2F-1T.
<b>US-2A</b>	<b>64</b>	1962, redesignation of the S2F-1U.
<b>S-2B</b>	<b>1+</b>	1962, redesignation of the S2F-1S.
<b>(US-2B)</b>	<b>1+</b>	S-2B, target tugs / light transports. 75 S-2A / TS-2A / US-2A also converted to this standard.
<b>S-2C</b>	<b>1+</b>	1962, redesignation of the S2F-2.
<b>RS-2C</b>	<b>1</b>	1962, redesignation of the S2F-2P.
<b>US-2C</b>	<b>50</b>	1962, redesignation of the S2F-2U.
<b>S-2D</b>	<b>1+</b>	1962, redesignation of the S2F-3.
<b>(ES-2D)</b>	<b>7</b>	6 S-2D / 1 S-2E, conversions for USN missile range patrol.
<b>(US-2D)</b>	<b>54</b>	S-2D, target tug / communications conversions.
<b>S-2E</b>	<b>1+</b>	1962, redesignation of the S2F-3S, 8 to Brazil as <b>P-16E</b> .
<b>(S-2G)</b>	<b>50</b>	S-2E, 1972-1976, electronic upgrades, prototype was <b>YS-2G</b> . Conversions by Martin-Marietta Aerospace Corp., Georgia.
<b>S-2F</b>	<b>244</b>	1962, redesignation of the S2F-1S1.
<b>(US-2F)</b>	<b>1</b>	S-2F, conversion for communications duties.
<b>(Model G-325) YAS-2D</b>	<b>1</b>	S-2D, 1966, proposed USAF attack conversion, 24 cancelled.

### **Foreign Conversions**

<b>UP-16A</b>	<b>8</b>	P-16A (S2F-1), Brazilian designation for cargo conversions.
<b>CS2F-3</b>	<b>45</b>	CS2F-1/-2, RCN equipment and detection gear upgrades.

<b>CP-121</b>	<b>57</b>	CS2F-1/-2/-3, 1968, redesignation after the Royal Canadian Navy became the Canadian Armed Forces. New CAF s/n: <i>mixed</i> 12121 to 12199.
S2F-C	2	S2F-1, cargo conversions for Japan's JMSDF. New s/n: 9061, 9062.
S2F-U	4	S2F-1, target tug conversions for Japan's JMSDF. New s/n: 9151 / 9154.
<b>CS-2A</b>	<b>17</b>	CS2F-1, 1960, Netherlands redesignation for ex-RCN aircraft. Assigned Dutch s/n: 180 / 196.
<b>S-2N</b>	<b>18</b>	S-2A, 1968, Netherlands aircraft with modifications. Upgrades by Fairey Aviation, Canada.
(US-2N)	4	S-2N, 1972, conversions as target tugs.

## **FOREIGN MILITARY / CIVILIAN SERVICE**

- *Trackers were in military service with Argentina, Australia, Brazil, Canada, Italy, Japan, The Netherlands, Peru, South Korea, Taiwan, Thailand, Turkey, Uruguay and Venezuela.*
- *12 conversions from 1970 to fire-bombers by Field Aviation, Canada.*
- **Conair Firecat**, 1978, 35 civil fire-bombers, conversions by Conair Aviation Ltd., Canada. Also converted as the **Conair Turbo Firecat** from 1988.
- **S-2T Turbo Tracker**, conversions with a turbo-prop engine upgrade.  
*Military conversions began in 1989 with sales to Argentina, Brazil (P-16T) and Taiwan. Civil turbo-prop conversions by Marsh Aviation Co., Arizona from 1986 as the S-2F3AT.*
- *Many Trackers on the civil market as fire-bombers and Warbirds.*